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Joe McInnes  
TRANSPORTATION DIRECTOR

August 5, 2010

The Honorable Robert L. Hembree, Jr.  
Mayor of Guntersville  
341 Gunter Avenue  
Guntersville, Alabama 35976

**Subject: Annual Inspection Report  
Guntersville Municipal Airport**

Dear Mayor Hembree:

An inspection of the Guntersville Municipal (Joe Starnes Field) Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on July 27, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the airport. As noted in the report the airport does not meet the requirements for the issuance of an operating license. The license is being withheld pending the correction of the license deficiencies noted in the report.

The license deficiencies noted are a continuing problem with the growth of small trees around the FAA required Safety Area adjacent to Runway 21. The maintenance of this area should include the removal of any brush or trees growing along the edge of the lake as well as the mowing of the area.

The removal of these small trees will allow the airport to be licensed, but only for Daylight/VFR operations. It was noted this year that the lighted windsock assembly on the north side of the runway has no electrical supply. This assembly was part of an FAA and State funded project and the maintenance of the equipment is the responsibility of the City of Guntersville. The airport must be NOTAMed closed to night operations until a lighted wind indicator is operating on the airport.

The Honorable Robert L. Hembree, Jr.  
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If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

A handwritten signature in black ink, appearing to read "John C. Eagerton IV". The signature is stylized with a large initial "J" and "C", followed by "Eagerton IV". There is a small mark below the signature that looks like a stylized "H" or "A".

John C. Eagerton IV, D.P.A.  
Chief, Aeronautics Bureau

Copy: Mr. Rans Black  
FAA/ADO

Mr. Jeffrey A. Redmill, P.E.  
BWS&C

# ANNUAL INSPECTION REPORT

July 27, 2010



GUNTERSVILLE MUNICIPAL  
(JOE STARNES FIELD) AIRPORT  
GUNTERSVILLE, ALABAMA

**ANNUAL INSPECTION REPORT  
GUNTERSVILLE MUNICIPAL (JOE STARNES FIELD) AIRPORT  
GENEVA, ALABAMA**

July 27, 2010

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# **Annual Inspection Report Guntersville Municipal (Joe Starnes Field) Airport Guntersville, Alabama**

July 27, 2010

## **Introduction**

**Code of Alabama 23-1-357(c).** The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Guntersville Municipal (Joe Starnes Field) Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on July 27, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

## **Inspection Methodology**

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Plan (ALP) dated March 2006.

# **Annual Inspection Report Guntersville Municipal (Joe Starnes Field) Airport Guntersville, Alabama**

July 27, 2010

## **License Status**

**Code of Alabama 23-1-375(a).** ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on July 27, 2010 it was determined that the airport DOES NOT MEET the requirements for the issuance of an operating license. The license is being withheld pending correction of the license deficiencies noted in this report.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

### **1. Approach and Departure Paths Administrative Code 450-9-1-.12(1) (See Appendix 1)**

#### **State Licensing Standards**

- ➔ For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- ➔ The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- ➔ For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement (See Appendix 2).
- ➔ The approach and departure path for all runways slopes up at a ratio of 20:1.
- ➔ All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- ➔ The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

#### **Inspection Results**

- ➔ Runway 3 – Due to the displaced threshold the approach is unobstructed and meets licensing requirements.

# Annual Inspection Report Guntersville Municipal (Joe Starnes Field) Airport Guntersville, Alabama

July 27, 2010

## Violation

- Runway 21 – The approach to the runway is obstructed by small trees growing around the edge of the FAA Safety Area which is constructed into the lake.
- The FAA Runway Protection Zone is also violated by these same trees.

## Required Action

- In order to meet licensing requirements the obstructions located within the Approach/Departure Path for runway 21 must be cleared and maintained in that condition.
- To meet FAA Runway Protection Zone requirements the trees must be removed.

Photo 1

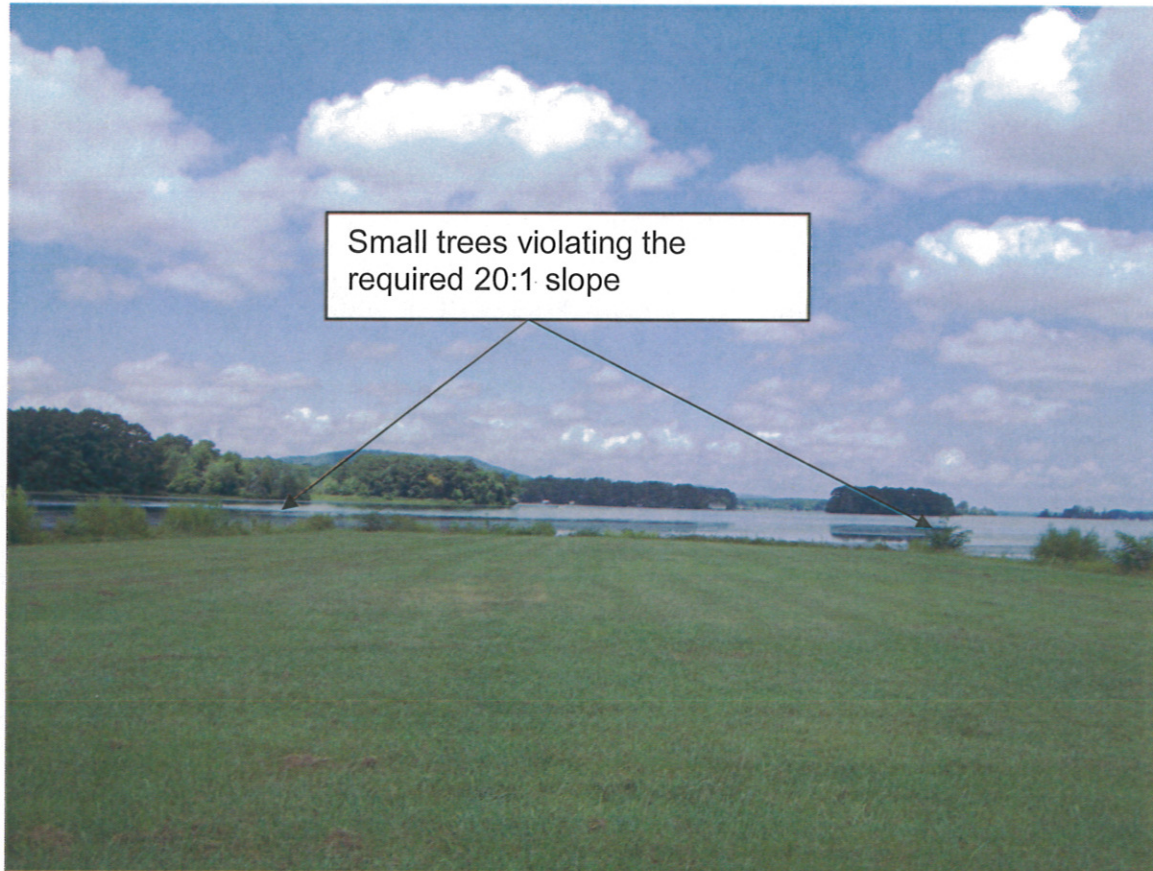


Approach to Runway 3 from the displaced threshold (802 feet from runway end.)

**Annual Inspection Report  
Guntersville Municipal (Joe Starnes Field) Airport  
Guntersville, Alabama**

July 27, 2010

**Photo 2**



Approach to Runway 21

**2. Primary Surface  
Administrative Code 450-9-1-.12(2)**

**State Licensing Standards**

- ➔ Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

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## Inspection Results

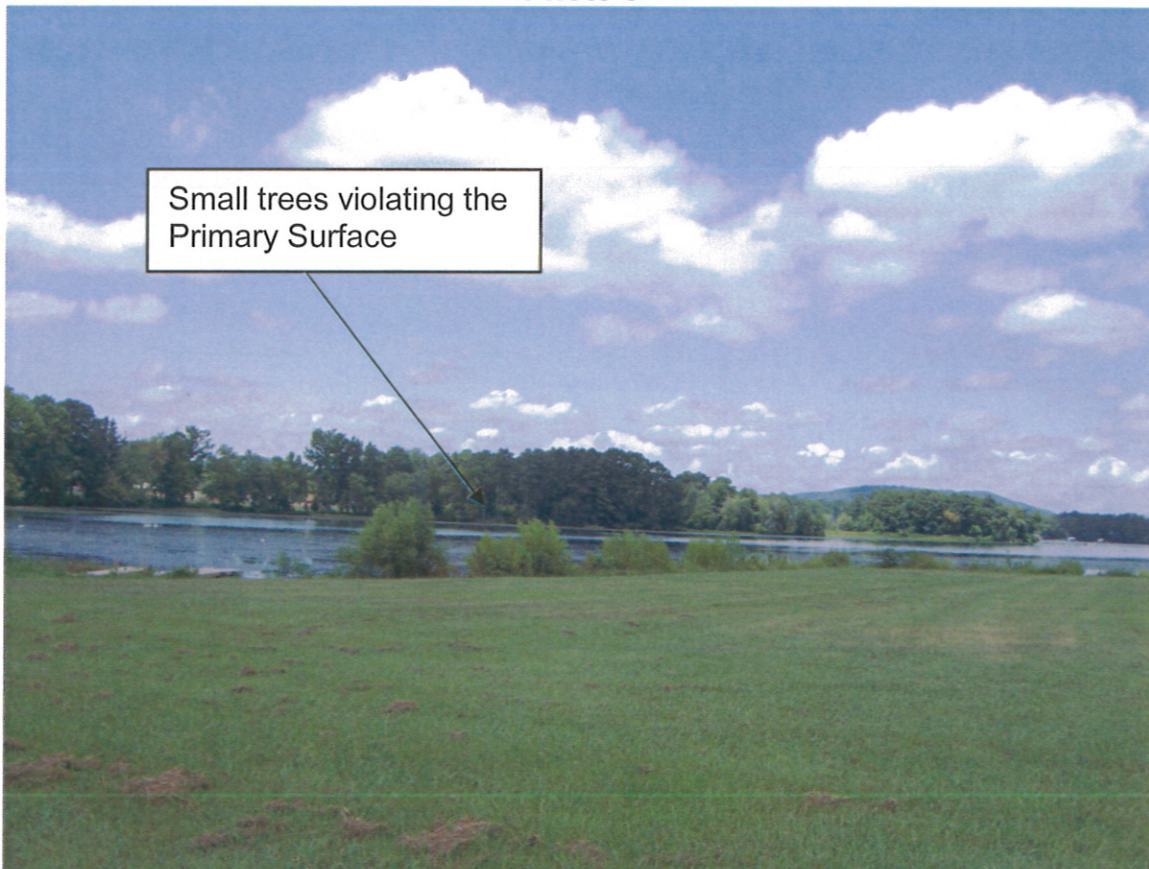
### Violation

- The Primary Surface is obstructed by small trees growing around the FAA Safety Area adjacent to Runway 21.

### Required Action

- Remove all obstructions within 125 feet of runway centerline along both sides to a point 200 feet past the extended runway centerline from the runway ends to meet licensing requirements.
- These same small trees violate the FAA Object Free Area and must be removed.

**Photo 3**

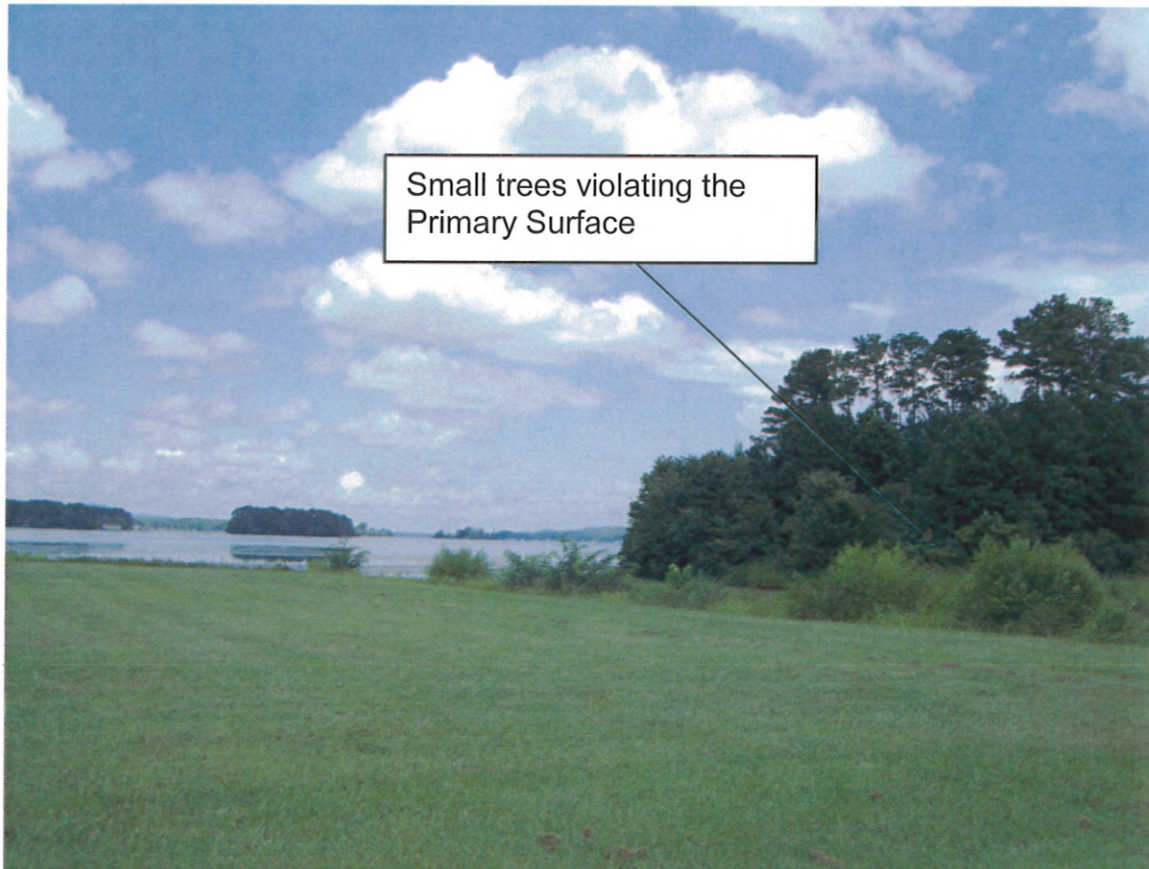


Primary Surface adjacent to the Runway 21 threshold

**Annual Inspection Report**  
**Guntersville Municipal (Joe Starnes Field) Airport**  
**Guntersville, Alabama**

July 27, 2010

**Photo 4**



Primary Surface adjacent to the Runway 21 threshold

**3. Runway Safety Area**  
**Administrative Code 450-9-1-.12(3)**

**State Licensing Standards**

- ➔ Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

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## Inspection Results

### Violation

- The Runway Safety Area is violated by small trees adjacent to the Runway 21 threshold.

**Photo 3**



North West side of the FAA Safety Area of Runway 21

**Photo 4**



South East side of the FAA Safety Area of Runway 21

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## 4. Airport Markings Administrative Code 450-9-1-.12(4)

### State Licensing Standards

- ➔ Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

### Inspection Results

- ➔ The markings are in GOOD condition.

Photo 5



Runway Identifier markings of Runway 21

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Guntersville, Alabama**

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**Photo 6**



Runway Identifier markings of Runway 3

**5. Wind Direction Indicator  
Administrative Code 450-9-1-.12(5)**

**State Licensing Standards**

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

**Inspection Results**

- The wind direction indicators (windsocks) were inspected and found to be operational.
- Neither windsock is lighted.

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## 6. Airport Lighting Administrative Code 450-9-1-.12(6)

### State Licensing Standards

- ➔ Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

### Inspection Results

- ➔ The airport lighting system was inspected and found to be operational.

### Maintenance

- ➔ There are two windsock assemblies located on the airport and neither is lighted.
- ➔ There must be a lighted wind indicator on the airport in order to meet the minimum licensing requirements for night operations.

### Required Action

- ➔ NOTAM the airport closed to night operations until a lighted wind indicator has been placed on the airport.

Photo 7



Unlit windsock assembly near taxiway.

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Photo 8



Lighted windsock assembly and segmented circle that has no electrical supply. This windsock was erected with Federal and State grant money and should have been maintained in working order.

## 7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)

### State Licensing Standards

- ➔ Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

### Inspection Results

- ➔ The airport pavement surfaces were found to be in GOOD condition.

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## 8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)

### State Licensing Standards

- ➔ Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- ➔ Grounding cables must be available.
- ➔ A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- ➔ Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

### Inspection Results

- ➔ The fueling area meets the requirements established by the Alabama Department of Transportation. However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.
- ➔ The fueling of 100LL is done from the fuel pumps. The Jet A is pumped from a fuel truck.

Photo 9



Fuel truck and pumps

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**9. Prohibited Activities  
Administrative Code 450-9-1-.16**

**State Licensing Standards**

- ➔ Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

**Inspection Results**

- ➔ No prohibited activities were observed during the inspection.

**Summary**

The table below summarizes items noted in this report.

**INSPECTION SUMMARY**

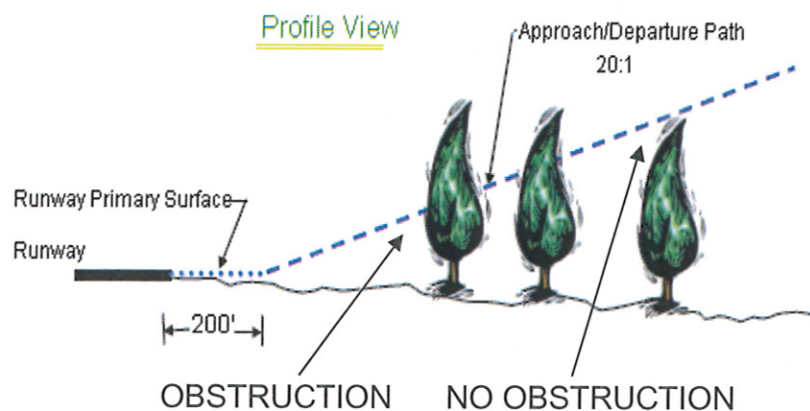
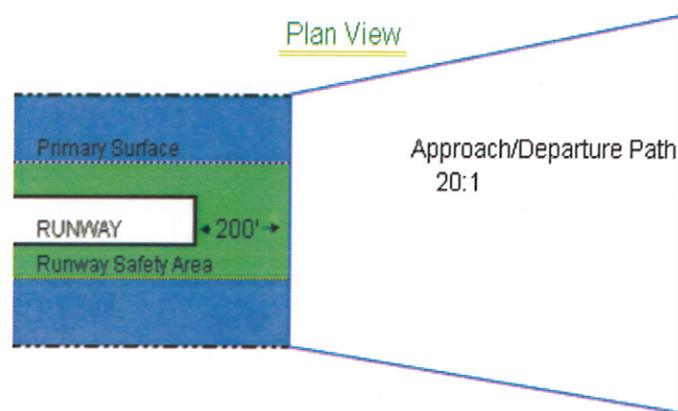
<b>Inspection Area</b>	<b>Violation/Maintenance</b>	<b>Corrective Action</b>
Approach/Departure Path	Violation Runway 21	Remove obstruction to the Approach/Departure Path
Primary Surface	Violation Runway 21	Remove all obstructions
Runway Safety Area	Violation Runway 21	Remove all obstructions
Airport Lighting	Maintenance - Windsock	NOTAM airport closed to night operations until a lighted wind indicator is placed on the airport

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

# Annual Inspection Report Guntersville Municipal (Joe Starnes Field) Airport Guntersville, Alabama

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



## APPENDIX 1